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## REPORT NO.

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on the Volga-Caspian Route

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REPORT NO.

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25X1 1. [redacted] the organization of petroleum shipments, [redacted] 25X1  
25X1 [redacted] some information on oil fields, ports, and pipe lines.

## Oil Fields

2. Petroleum products shipped on the Caspian Sea come from around Baku and from the region of Tuymazy [5436N-5344E] in the Bashkir ASSR, 90 miles west of Ufa [5444N-5600E]. The Baku region has two groups of oil fields. The first one, called Stalin Petroleum (StalinNeft), is on the Apsheronskiy Peninsula, north and northwest of Baku, and the second, called Lenin Petroleum (LeninNeft), is in the Il'ich Bay (Bukhta imeni Il'icha), south and southwest of Baku. After World War II there was a noticeable trend to expand the oil fields in Il'icha Bay by drilling ground under the water surface. In 1951, in an area covered by a three-mile radius from the shore, there were already more than 100 underwater derricks. The crude oil from either of the Baku fields yields up to 12 per cent of gasoline.

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- 25X1 3. More intense exploitation of the Tuymazy oil fields started some time in 1948-1949. According to the Soviet press and other publications, [redacted] these fields are very rich and are referred to in the USSR as a "Second Baku". Tuymazy oil is very good and contains up to 14 per cent of gasoline. Transport of Tuymazy oil on the Caspian Sea started in 1950.
4. From Baku only processed and refined petroleum products are shipped on the Caspian Sea routes, with the exception of an occasional tanker load of crude oil to Astrakhan. From Tuymazy, however, the oil is shipped in its original crude form.

Caspian Ports and Pipe Lines

5. In order of importance the Caspian Sea ports rank as follows:

- (a) Soviet ports: Baku, Astrakhan, Krasnovodsk, Makhachkala and Gur'yev.
- (b) Iranian ports: Bandar-Shah, Pahlevi, Resht, Bandar-1-Gaz. [redacted] all these ports, except perhaps Resht and Bandar-1-Gaz participated to some extent in petroleum shipments.

- 25X1 6. [redacted] the following details about some of these ports:

- (a) There are two lighthouses in Baku, the Astrakhan lighthouse (Astrakhanskiy Priyemnyy Mayak) and the Volga-Caspian lighthouse. No lighting is required in Astrakhan, Makhachkala, and Gur'yev.
- (b) [redacted] the port of Bandar-Shah, [redacted] the port facilities consisted of one wooden pier, 4-500 m long, and two large wooden warehouses. There were no hoists or cranes and no oil storage facilities. The harbor was shallow and the approach to it was dangerous. At that time the USSR shipped boiler mazut to Bandar-Shah for the operation of dredges which were excavating a canal in the harbor. [redacted] 25X1
- (c) During World War II and the first postwar years some shipments of POL products were made to [redacted] Iranian harbors. These shipments decreased constantly and in 1951 came to a complete standstill. Crude oil was never shipped to any of these ports by the USSR. 25X1

- 25X1 7. [redacted] only two pipe lines in the Caspian Sea region. There is an old pipe line from Baku to Batumi and a newer one from Peshnoy Island\* to Gur'yev Plant [redacted] there was a pipe line from Makhachkala to Grozny. [redacted] 25X1
- [redacted] 25X1

Organization of Petroleum Shipments

8. The petroleum shipping service in the Caspian-Volga region is usually referred to as the Volga-Caspian Petroleum Conveyer. There are only three state petroleum shipping companies which are involved in this shipping, KaspTanker, ReydTanker and VolgaTanker. Due to the shallow nature of the Caspian Sea, the petroleum shipments from Baku normally

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move north in three stages. KaspTanker takes the POL products in tankers from Baku to the 14-Foot Roadsteads, which is south of the Volga delta. From there the petroleum products are moved in barges to Astrakhan by ReydTanker and unloaded in the storage tanks of GlavNefteSbyt, the Chief Directorate for Oil Sales. From Astrakhan to the north, petroleum shipments are carried in the barges of VolgaTanker. [redacted]

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25X1 9. [redacted] the following details on the operations of these three companies:

(a) The Caspian State Petroleum Steamship Company (Kaspiyskoye Gosudarstvennoye Neftenalivnoye Parokhodstvo - KaspTanker) has its headquarters in Baku. Its tankers take petroleum shipments as far as the 14-Foot Roadsteads (Chetyrnadtsatfutovyy Reyd), 70 miles south of Astrakhan, which is as far as sea-going tankers can go. Other shipments are taken to Makhachkala and to Krasnovodsk. In connection with this company the following points should be mentioned:

- (1) In Baku loading of the tankers is done at the pier either by attaching hoses, 120-220 mm in diameter, directly to the oil pipe line and placing the other end in the hold of the tanker, or by means of stationary shore pumps. It takes 12 hours to load a 10-thousand-ton tanker with gasoline, and four hours to load it with Diesel oil.
- (2) There are three restricted areas in this region which are permitted only for tankers. They are as follows:
  - a. In Baku the restricted area is about 3.5 km long and starts from a point about 500 m west of the shipyard Zakfederatsiya and extends to a point about 1.2 km west of the Lenin textile mill in Sych. [See Encl B, items 49 and 65]
  - b. The second area is near Apsheronskiy Peninsula, where several 10-thousand-ton tankers are usually engaged in loading oil.
  - c. The oil harbor in Makhachkala, called Staraya Neftegavan, is also out of bounds to all other ships because tankers are usually there unloading petroleum products, mainly mazut, from Baku, for the operation of local plants.

(b) The Astrakhan State Roadsteads Petroleum Shipping Company (Astrakhanskoye Gosudarstvennoye Reydovoye Neftenalivnoye Parokhodstvo - ReydTanker) has its headquarters in Astrakhan. Its fleet, composed of tugboats and barges, forwards petroleum products from the 14-Foot Roadsteads to Astrakhan, Gur'yev, or Makhachkala, [redacted] the operations of this company:

- (1) At the 14-Foot Roadsteads the transfer of oil products from tankers belonging to KaspTanker to the barges of ReydTanker is done by means of hoses or by pumps installed on the tankers. In order to speed up this operation, barges are usually tied up on both sides of the tankers. In this way a 10-thousand-ton tanker can transfer its load of gasoline in 16 hours or a load of oil in six hours. These products are normally taken to the storage areas in Astrakhan, for further distribution to the north, or to Gur'yev.

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- (2) Transport of POL products from Baku to Gur'yev is done in four stages, as follows:
- a. KaspTanker brings the products to the 14-Foot Roadsteads, where they are transferred into five-thousand-ton barges of ReydTanker;
  - b. The barges are towed to the Gur'yev Roadsteads which are about 10 miles south of Peshnoy Island /4649N-5142E/;
  - c. At this point the petroleum products are transferred into smaller, 800-ton ReydTanker barges, called Paugki, which move their load to Peshnoy Island, where there are two wooden piers, each provided with one steam pump. At the Gur'yev roadstead the transfer is done by means of steam pumps installed on an old ship (debarkader), the Mary, which is permanently anchored there. The two pumps of the Mary have a total capacity of 150 tons per hour.
  - d. At Peshnoy Island the products are transferred to stationary tanks, and from there they are pipelined to Gur'yev and Plant [redacted] 25X1
- [redacted] At night the Gur'yev roadstead is lighted up by several barges which have masts 20-30 m high, provided with kerosene lamps. There is no real light-house in Gur'yev.
- (3) On the return trips from Astrakhan, ReydTanker barges carry Tuymazy crude oil south to Makhachkala, where it is allegedly refined. Further transports of these products are probably done by rail, since neither KaspTanker nor ReydTanker carry any processed oil away from Makhachkala.
- (c) The Volga State Petroleum Steamship Company (Volzhskoye Gosudarstvennoye Neftenalivnoye Parokhodstvo - VolgaTanker) is under the administration of the Ministry of the River Fleet (Ministerstvo Rechnogo Flota). It forwards shipments of petroleum products up the Volga, as far as the mouth of the Kama River. On the return trips down the Volga, this company often carries shipments of Tuymazy crude oil to the storage areas of GlavNefteSbyt in Astrakhan [redacted] where they are picked up by ReydTanker for shipment to Makhachkala. Since 1946 direct transfer of petroleum products from ReydTanker to VolgaTanker is no longer authorized. From that time on these two companies have been unloading their cargoes in the storage areas of GlavNefteSbyt, where they are inspected, weighed, and appraised before being sent on. [redacted] neither of the two steamship companies ever transported packaged POL products. No cover names are used for these products. 25X1

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12. The average turnaround time for petroleum vessels operating on the Volga-Caspian Petroleum Conveyer, inclusive of loading time, sailing to the port of destination, unloading, and return to the home port, is as follows:

KaspTanker	80 hours
ReydTanker	78-82 hours
VolgaTanker	320-400 hours depending on destination.

13. According to regulations, tankers and barges used for the transport of POL products must be switched from dark to pale products and vice versa. Pale products consist of gasoline, kerosene, and ligroin; dark products cover all types of oils, lubricants, fuels, and crude oil. This alternation is prescribed to prevent corrosion, which is very high when vessels are used for the transport of pale products. In practice, however, this regulation is not complied with because of the poor condition of the barge pool. Many barges are leaky and can be used only for heavy, dark products, and the good ones are so much in use for gasoline transport that there is practically no possibility for switching them from one product to the other. The same applies to the tankers.

14. Cleaning of tankers and barges is done by hand. The cleaning brigades are composed of women who are equipped with mops, brooms, rags, and buckets. This work is extremely hard and so unhealthy that some of these women faint every day. They are paid approximately 400 rubles per month and represent the most wretched workers in the whole oil processing industry. All the offers and suggestions to use machines instead of hand labor for this work have been turned down by the steamship companies because they are afraid to assume additional material and legal responsibility for the maintenance of the machines. This attitude is very characteristic of the entire Soviet economy, in which persons who are entrusted with equipment and machines are made personally responsible for any damage or breakdown. Punishments are not merely fines but several years of forced labor.

-end-

Enclosures: (A) Plan of the Volga-Caspian Petroleum Conveyer  
 (B) Overlay of city plan of Baku (taken from "Stadtplan von Baku mit Mil.-Geo.-Objekten" Sonderausgabe, Ausgabe No 1, Stand 1932).

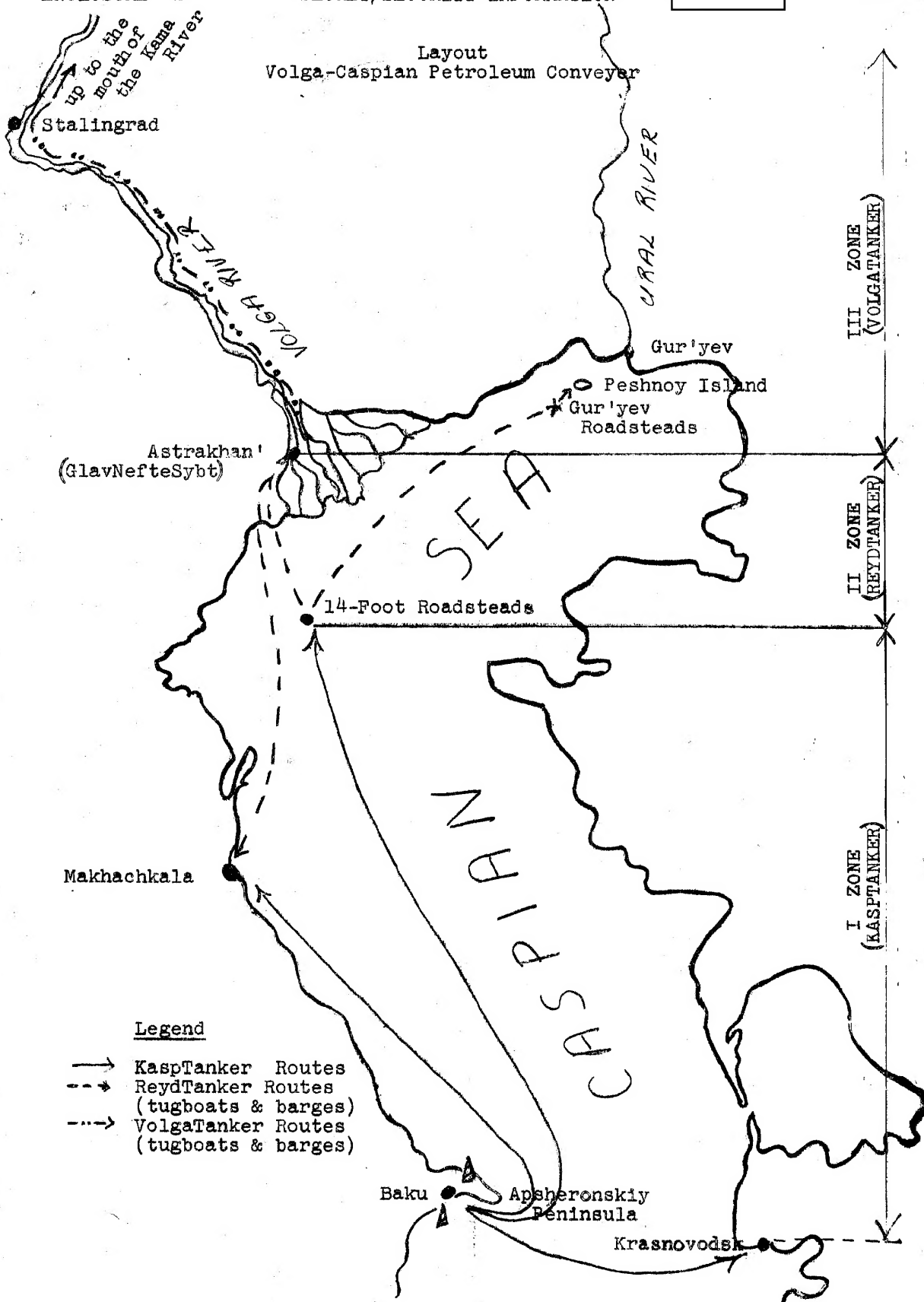
\*//4649N-5142E/  
 \*\*//4707N-5153E/

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ENCLOSURE A

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ENCLOSURE B.

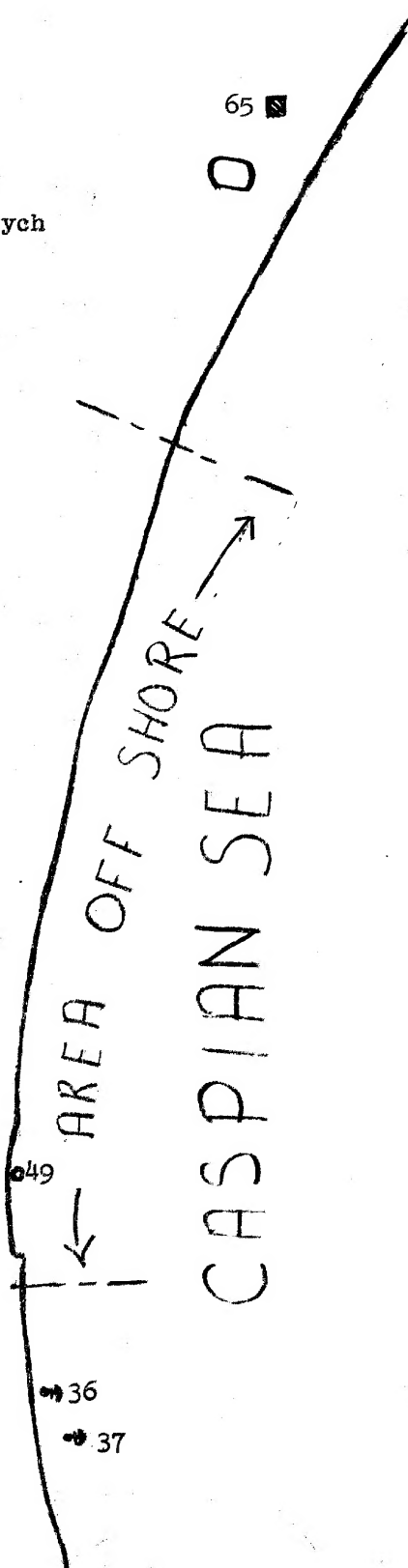
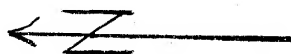
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Restricted Area In  
B A K U

Legend

- 49 - Shipyard Zakfederatsiya
- 65 - Textile mill Lenin in Sych



Overlay "Stadtplan von Baku mit  
Mil.-Geo.-Objekten")  
Scale appr. 1:15,000

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